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DEPARTMENT OF CITY PLANNING 450 McAllister St. - 5th Floor

(415)558-5260

NOTICE THAT AN  
ENVIRONMENTAL IMPACT REPORT  
IS DETERMINED TO BE REQUIRED

DOCUMENTS DEPT.

JAN 11 1984

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Date of this Notice: January 6, 1984

Lead Agency: City and County of San Francisco, Department of City Planning  
450 McAllister St. - 5th Floor, San Francisco CA 94102

Agency Contact Person: Carol Roos

Tel: (415) 558-5261

Project Title: 83.331E  
100 First Street

Project Sponsor: Barker Interests Limited

Project Contact Person: C. Dean Patrinely

Project Address: 100 First Street

Assessor's Block(s) and Lot(s): Lots 1, 2, 3, 4, 5 and 87 in Assessor's Block 3721

City and County: San Francisco

Project Description: Demolition of six buildings. Construction of 22-story, 320-foot tall building containing about 359,670 gross sq. ft., including about 348,920 gross sq. ft. of offices, 9,050 gross sq. ft. of retail and 30 parking spaces with loading off Minna Street. Buildings to be demolished include 511-519 Mission, 501-507 Mission, 104-106 First, 110 First, 112 First, 116 First, 118-124 First (At Minna)

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15081 (Determining Significant Effect), 15082 (Mandatory Findings of Significance) and 15084 (Decision to Prepare an EIR), and the following reasons, as documented in the Initial Evaluation (initial study) for the project, which is on file at the Department of City Planning:

Please see the attached Initial Study.

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: January 16, 1984.

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a \$35.00 filing fee.

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Alec S. Bash, Environmental Review Officer



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INITIAL STUDY  
100 FIRST STREET  
83.331E

I. PROJECT DESCRIPTION

Barker Interests Limited proposes to construct a 22-story office tower with ground-floor retail at the southwestern corner of the intersection of First and Mission Streets. The project architects are Skidmore, Owings and Merrill - Houston. The irregularly shaped site occupies Lots 1, 2, 3, 4, and 87 of Assessor's Block 3721. The block is bounded by Mission Street to the north, First Street to the east, Minna Street to the south, and Second Street to the west (see Figure 1). The 25,700-sq.-ft. site is occupied by six buildings, ranging from one to five stories and containing restaurant, retail, downtown support, amusement enterprise and light-manufacturing uses. All six buildings would be demolished for the project. The site is located in the C-3-0 (Downtown Office) Use District and in a 500-I Height and Bulk district. The Basic Allowable Floor Area Ratio (FAR) is 14:1, with a maximum height of 500 ft., and maximum length and diagonal dimensions above 150 ft. of 170 and 200 ft., respectively.

The 22-story project would be about 320 ft. high and contain about 348,920 gross sq. ft. of office space, 9,050 gross sq. ft. of retail space, and about 30 parking spaces. The overall project would have a gross floor area, as defined by the City Planning Code, of about 359,670 sq. ft., resulting in an FAR of 13.99:1, about 14:1.

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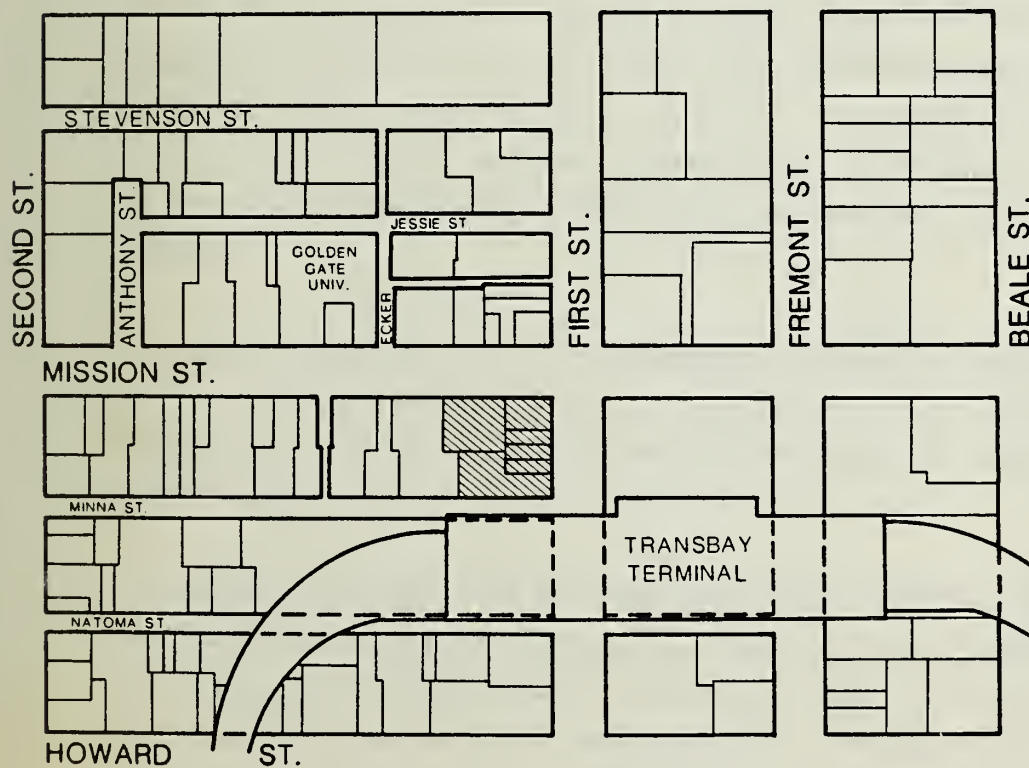
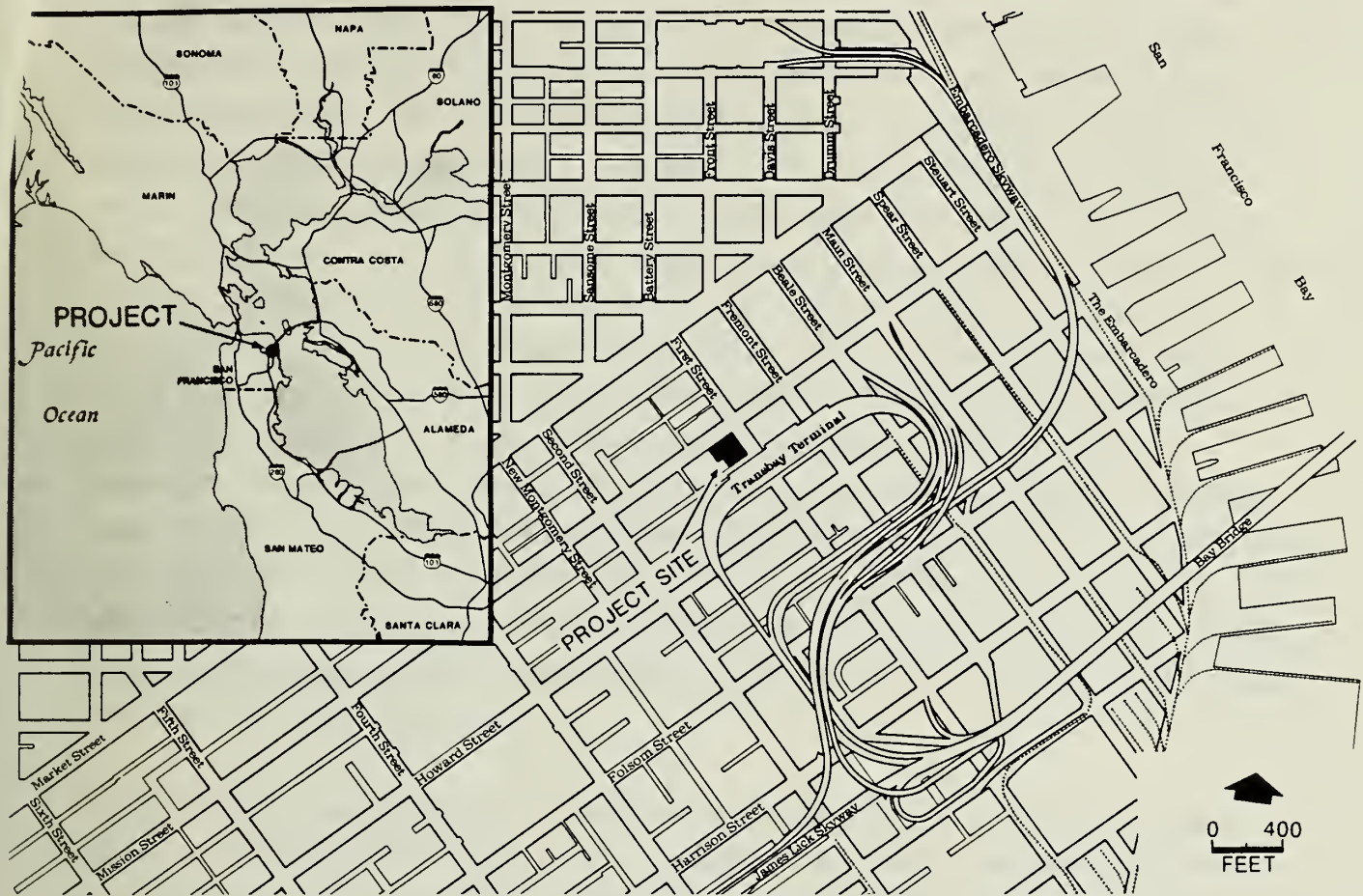
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 **PROJECT SITE**  
 (Assessor's Block 3721,  
 Lot Nos. 1, 2, 3, 4, 5, & 87)

**FIGURE 1:  
 PROJECT LOCATION  
 100 FIRST STREET**

**SOURCE**  
 ENVIRONMENTAL SCIENCE ASSOCIATES

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A lower basement level would be devoted to mechanical operations, a water storage tank, and building maintenance equipment. An upper basement level would contain about 30 off-street parking spaces. The basement levels would extend under the Mission Street sidewalk. The ground floor would contain retail uses and pedestrian circulation, with pedestrian entrances on Mission and First Streets (see Figure 2). Three truck loading docks and access to the parking garage would be on Minna Street. Escalators would lead from the ground-floor lobby to the second level, which would contain the main office lobby and elevator access to the 22-story office tower. Levels 3 through 11 would be accessible by a low-rise elevator, levels 12 through 17 by a high-rise elevator, and levels 18 through 21 by an express shuttle elevator from the 17th floor. The typical floor area would be about 19,750 sq. ft. for office floors between the fifth and the 14th levels; levels 15 through 22 would feature progressively smaller floor areas. All levels above the second floor would contain office space, with the exception of the 22nd floor, which would be for mechanical uses.

Light-colored granite would be combined with clear glass windows at street level to emphasize the retail uses. Two light-colored limestone cornices or belt courses at the third and fifth floors would define the four-story base of the building. Windows would be located on all four sides of the building with the exception of the west side of the base where the project abuts the adjacent property, and at the first level on Minna Street where the garage entry and loading docks would be located. The pedestrian area at street level would be paved on all adjacent sidewalks and in entryways with patterned stone or stone aggregate. Street trees would be provided along Mission and First Streets.

The tower design would have a sculptured perimeter of bays on all four sides of the building (see Figure 2). The cladding of the tower would be a combination of light-colored stone, either limestone and/or granite, and gray tinted glass.

The building top would be set back from First Street in two steps beginning at the 16th and 18th levels, yielding a three-part roof design. The three roofs would slope down toward Mission and Minna Streets and be clad in gray tinted glass with colored mullions compatible with the glass color (see Figure 3, p. 5).



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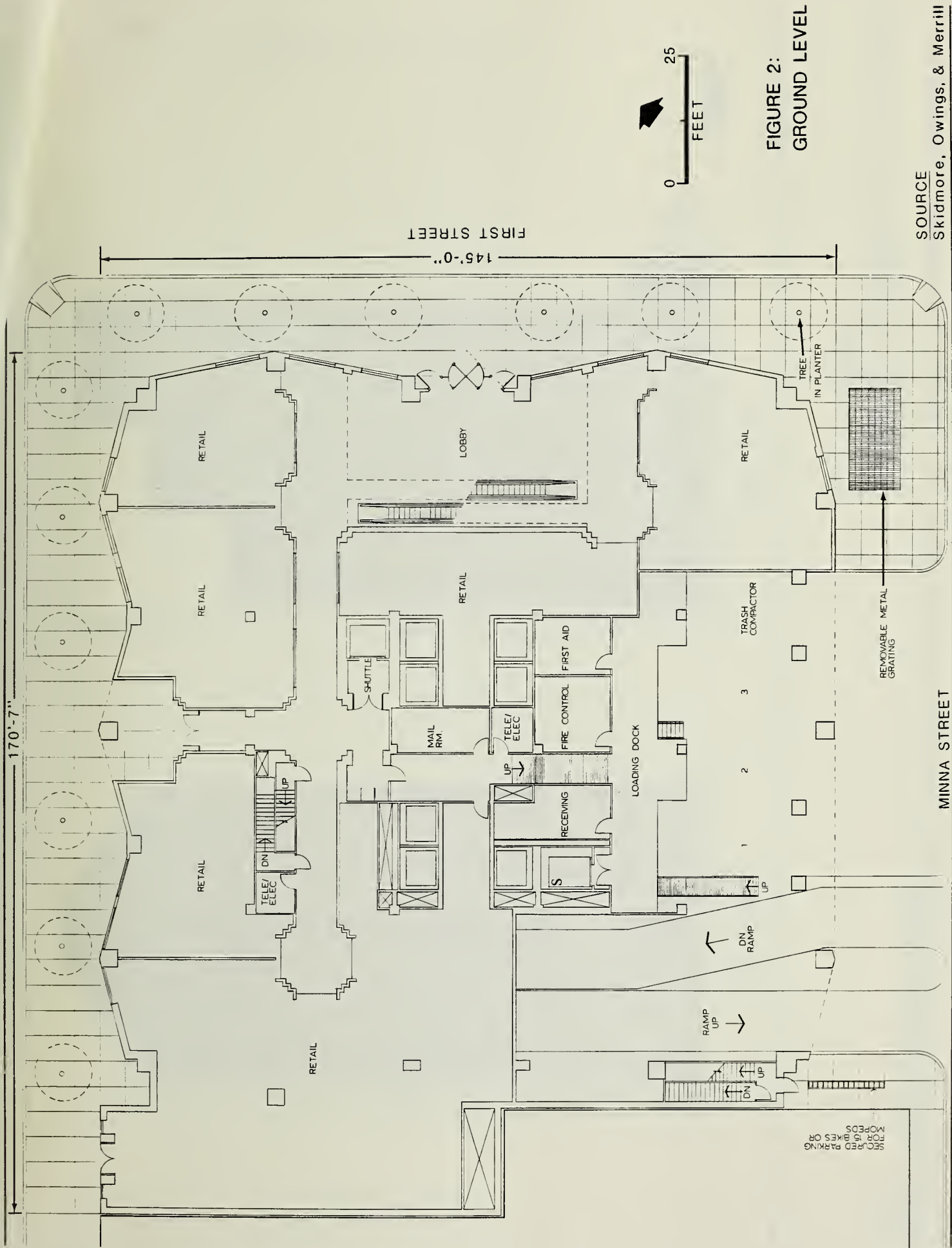
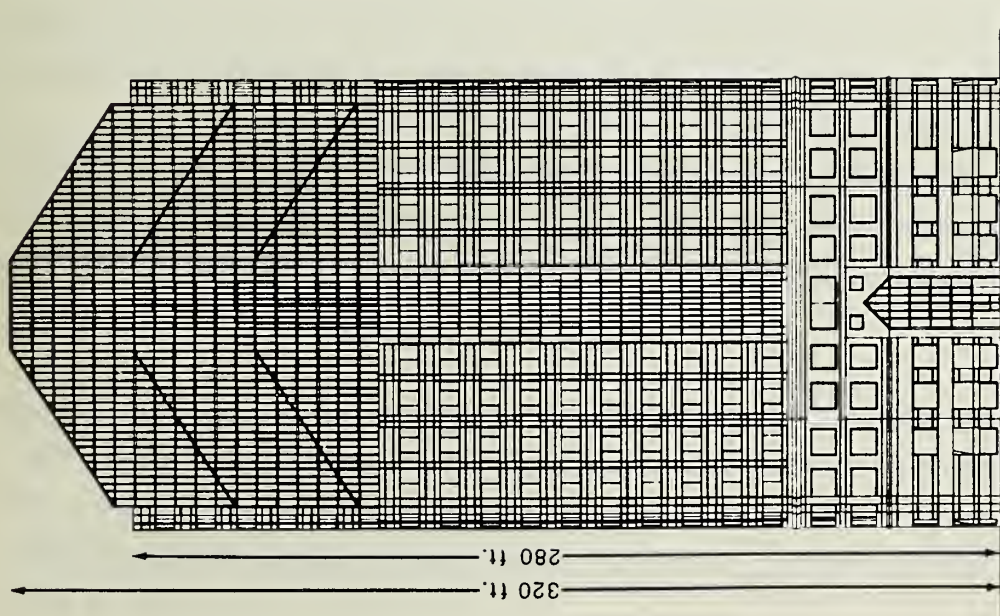


FIGURE 2:  
GROUND LEVEL

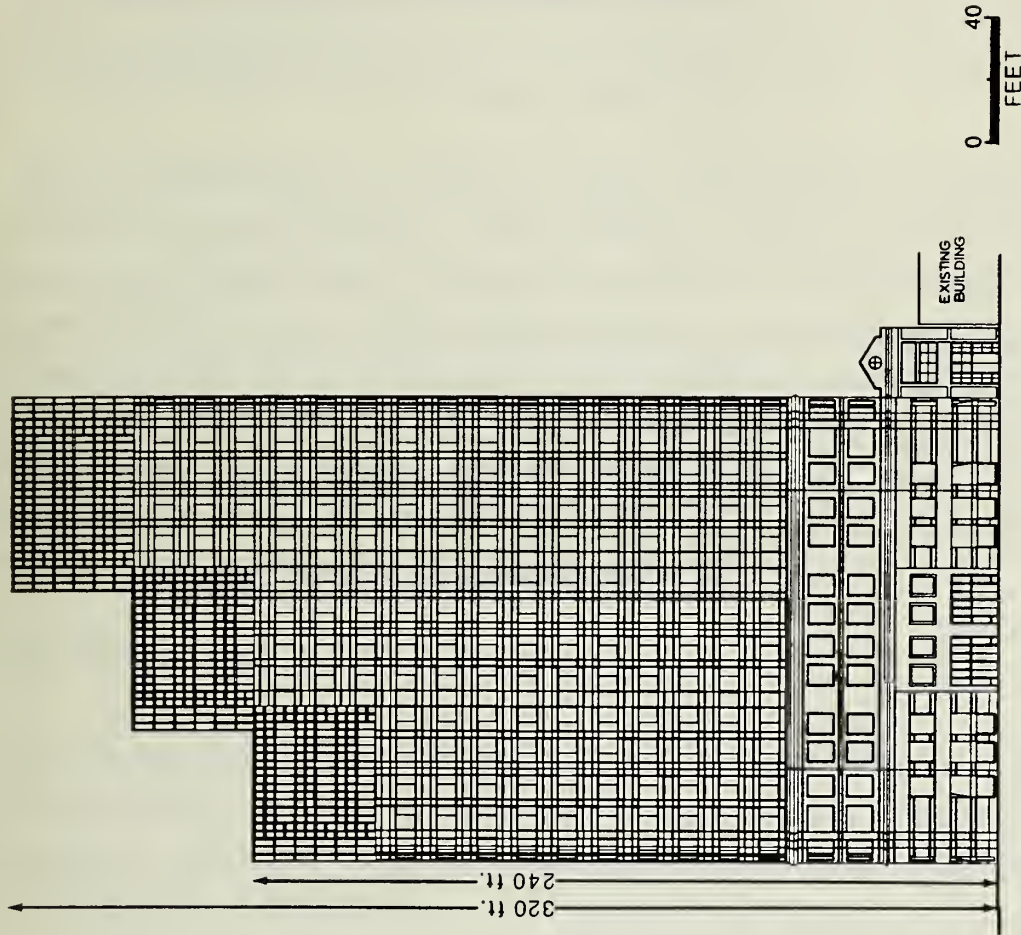
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Skidmore, Owings, & Merrill

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FIRST STREET



MISSION STREET

FIGURE 3:  
FIRST AND MISSION STREET ELEVATIONS  
100 FIRST STREET

SOURCE  
SKIDMORE, OWINGS AND MERRILL - HOUSTON



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## II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

### A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The proposed project is examined in this Initial Study to identify potential effects on the environment. Some potential effects have been determined to be potentially significant, and require analysis in an environmental impact report (EIR). They include: relationship of the proposed building to the Comprehensive Plan; relationship of the proposed building to, and its effect on, land uses in the project vicinity; visual quality and views affected by the project; urban design; wind and shadows; housing demand; transportation; construction noise and vibration; traffic-generated air quality effects; energy; and possible growth-inducing effects.

### B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential environmental impacts were determined either to be insignificant, or would be mitigated through measures included in the project. These items require no further environmental analysis and will not be addressed in the EIR:

Noise: After completion, building operation would not perceptibly increase noise levels in the project vicinity. Operational noise would be regulated by the San Francisco Noise Ordinance and the project would conform to the Noise Guidelines of the San Francisco Comprehensive Plan (see p. 21).

Reflected Light/Glare: There would be little reflected light or glare associated with the project, because no mirrored glass would be used. A mitigation measure to reduce reflected light and glare would be included in the project (see p. 20).

Air Quality During Construction: Construction of the proposed building would have short-term effects on air quality in the project vicinity. Mitigation measures to reduce particulate and hydrocarbon emissions generated during construction to insignificant levels would be included in the project (see p. 21).

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Utilities/Public Services: The increased demand for public services and utilities attributable to the project would not require additional personnel or equipment.

Biology: The proposed project would not have a significant effect on plants or animals. The site is covered by buildings.

Geology/Topography: A preliminary geotechnical report has been prepared by a California-licensed engineer and a final geotechnical report would be prepared before commencement of construction. The project sponsor and contractor would follow recommendations made in the final report regarding excavation and construction on the site (see p. 21).

Water: The proposed building would use about 55,000 gallons of water per day. Drainage patterns would not be altered. Measures to mitigate potential impacts associated with excavation and dewatering would be included in the project (see p. 21).

Hazards: The project would neither cause health hazards nor would it be affected by hazardous uses. A mitigation measure to reduce any possible conflicts with the City's Emergency Response Plan would be included in the project (see p. 22).

Cultural Resources: No significant subsurface resources are expected to be encountered during construction. A mitigation measure to protect archaeological resources, should any be discovered on the site, would be included in the project (see p. 22).

### III. ENVIRONMENTAL EVALUATION CHECKLIST

| A. COMPATIBILITY WITH EXISTING ZONING AND PLANS. Could the project:                              | <u>YES</u>    | <u>NO</u>     | <u>DISCUSSED</u> |
|--|---------------|---------------|------------------|
| 1. Require a variance, special authorization, or change to the City Planning Code or Zoning Map? | <u>      </u> | <u>  X  </u>  | <u>  X  </u>     |
| *2. Conflict with the Comprehensive Plan of the City and County of San Francisco?                | <u>  X  </u>  | <u>      </u> | <u>  X  </u>     |

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\*3. Conflict with any other adopted environmental plans and goals of the City or Region?

YES NO DISCUSSED

         X     X  

The project would require discretionary review by the Planning Commission. The relationship of the project to policies of the Comprehensive Plan, provisions of the City Planning Code, and the proposed Downtown Plan will be discussed in the EIR. The project would not conflict with other adopted plans and goals; however, issues related to compatability with zoning and plans will be discussed in the EIR.

B. ENVIRONMENTAL EFFECTS

YES NO DISCUSSED

1. Land Use. Could the project:

\*a. Disrupt or divide the physical arrangement of an established community?

         X         

b. Have any substantial impact upon the existing character of the vicinity?

  X            X  

Surrounding land use is a mixture of light industry, support services and offices in older, one- to five-story buildings. The site is directly adjacent to the Transbay Terminal and Terminal Plaza. The relationship of the proposed project to surrounding land uses will be discussed in the EIR.

2. Visual Quality. Could the project:

YES NO DISCUSSED

\*a. Have a substantial, demonstrable negative aesthetic effect?

         X     X  

b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?

         X     X  

c. Generate obtrusive light or glare substantially impacting other properties?

         X     X  

The surrounding buildings in the project area are one to five stories. The EIR will discuss distant and near views of the project, its visual aspects, and its relationship to the appearance and scale of surrounding buildings.

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The relationship of the project to the policies and objectives of the Urban Design Element of the Comprehensive Plan will also be discussed in the EIR. The windows of the proposed building would be of clear glass at street level and non-mirrored, tinted glass at upper levels. The building would, in general, be constructed of textured materials, and would not be a cause of glare.

| 3. <u>Population</u> . Could the project:   | <u>YES</u>  | <u>NO</u>   | <u>DISCUSSED</u> |
|---|-------------|-------------|------------------|
| *a. Induce substantial growth or concentration of population?   | <u>X</u>    | <u>    </u> | <u>X</u>         |
| *b. Displace a large number of people (involving either housing or employment)?                                     | <u>    </u> | <u>X</u>    | <u>X</u>         |
| c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply? | <u>X</u>    | <u>    </u> | <u>X</u>         |

The proposed building would displace 23 on-site businesses. It would increase the daytime population at the site by about 1100 people. The proposed building would be expected to create a demand for housing in San Francisco. These issues will be discussed in the EIR. There are no dwelling units on the site, so project construction would not reduce the housing supply.

| 4. <u>Transportation/Circulation</u> . Could the project:  | <u>YES</u>  | <u>NO</u>   | <u>DISCUSSED</u> |
|--|-------------|-------------|------------------|
| *a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?    | <u>X</u>    | <u>    </u> | <u>X</u>         |
| b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards? | <u>    </u> | <u>X</u>    | <u>X</u>         |
| c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?             | <u>X</u>    | <u>    </u> | <u>X</u>         |

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YES NO DISCUSSED

- d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?

X          

Increased employment at the building site would increase demand on existing transportation systems. The number of pedestrians in the area would also increase. The project would not cause alterations to existing circulation patterns except during construction; its effects on circulation patterns during construction will be discussed in the EIR. Although transportation effects of the proposed project by itself would not be expected to be substantial, the cumulative effects of office development downtown could have a significant effect. Project-related and cumulative transportation, parking and circulation impacts will be analyzed and described in the EIR, using Department of City Planning Transportation Guidelines (September 1983). Relevant policies of the Transportation Element of the Comprehensive Plan will also be discussed.

5. Noise. Could the project:

YES NO DISCUSSED

- \*a. Increase substantially the ambient noise levels for adjoining areas?

     X X

- b. Violate Title 25 Noise Insulation Standards, if applicable?

     X X

- c. Be substantially impacted by existing noise levels?

     X     

### Project Construction

Demolition, excavation and building construction would temporarily increase noise in the site vicinity. Project construction noise and its effects on any sensitive receptors will be addressed in the EIR. Trucking of excavated and construction materials would not cause a noticeable increase in noise levels along haul routes because of existing traffic noise levels. Trucking noise effects will not be discussed in the EIR.

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## Project Operation

The downtown San Francisco noise environment is dominated by vehicular traffic noise. The Environmental Protection Element of the San Francisco Comprehensive Plan, which indicates an existing day-night average noise level ( $L_{dn}$ )/1/ of 75 dBA/2/ on Mission Street and 70 dBA on First Street as of 1974, contains guidelines for determining the compatibility of land uses with various noise environments. Noise measurements taken along Mission and First Streets during a weekday p.m. peak hour now indicate an  $L_{eq}$  of 77 dBA./3,4/ For office uses, the guidelines recommend no special noise control measures in an exterior noise environment up to an  $L_{dn}$  of 70 dBA. For noise levels of 75 dBA and above, the guidelines recommend an analysis of noise reduction requirements and inclusion of noise insulation features in the building design. The project sponsor has indicated that noise insulation measures would be included as part of the design as specified by the guidelines (see p. 21).

Project operation would not result in noise levels greater than those presently existing in the area. The site is within 35 feet of the bus on-ramp for the Transbay Terminal. Traffic generated by the building would increase traffic noise by less than one dBA. A one dBA increase in environmental noise is imperceptible to the untrained human ear.

Mechanical equipment for building operation would be regulated by San Francisco Noise Ordinance, San Francisco Municipal Code, Section 2909, "Fixed Source Noise Levels," which limits noise at the property line to 70 dBA from 7 a.m. to 10 p.m. and 60 dBA from 10 p.m. to 7 a.m. The project sponsor would be required to comply with the ordinance.

Title 25 applies to residential uses and would not be applicable to the project as no residential units are proposed. Discussion of operational noise will not be included in the EIR.

### NOTES - Noise

/1/  $L_{dn}$ , the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises; noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise.

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/2/ dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the responses of the human ear to various frequencies of sound.

/3/ Noise measurements were made on Tuesday, November 22, 1983 at both Mission and First Streets.

/4/ Leq, the equivalent steady-state sound level, is the sound level which, in a stated period of time (in this case, 15 minutes), would contain the same acoustic energy as the time-varying sound level during the same time period.

| 6. <u>Air Quality/Climate</u> . Could the project:   | <u>YES</u>  | <u>NO</u>   | <u>DISCUSSED</u> |
|--|-------------|-------------|------------------|
| *a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?  | <u>X</u>    | <u>    </u> | <u>X</u>         |
| *b. Expose sensitive receptors to substantial pollutant concentrations?  | <u>    </u> | <u>X</u>    | <u>    </u>      |
| c. Permeate its vicinity with objectionable odors?   | <u>    </u> | <u>X</u>    | <u>    </u>      |
| d. Alter wind, moisture or temperature (including sun shading effects), so as to substantially affect public areas, or change the climate either in the community or the region? | <u>X</u>    | <u>    </u> | <u>X</u>         |

San Francisco's persistent summer winds and its upwind position with respect to major pollutant sources continue to give it possibly the cleanest air in the Bay Area. Despite these advantages, there are periods, usually in fall and winter, when the air becomes stagnant. At these times the entire Bay Area has poor air quality. In 1981 and 1982 the maximum carbon monoxide (CO) concentrations recorded at the permanent Bay Area Air Quality Management District monitoring station at 900 23rd Street (about two miles south of the site) exceeded the federal CO standard of nine parts per million(ppm); other measured pollutants were all below standards /1,2/. The state air quality standard for total suspended particulates (TSP) was exceeded in San Francisco for one day (one violation) in 1981 and three days (three violations) in 1982. Since elevated concentrations of TSP tend to be a local phenomenon, the concentrations measured at the monitoring station at 900 23rd Street would not necessarily be representative of TSP concentrations in the project vicinity.

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Two types of air quality effects could be expected from the proposed building: short-term effects from construction activity, and long-term impacts related to traffic generated by occupants of the structure. Climatic conditions in downtown San Francisco allow rapid dispersal of air pollutants, so local stationary sources of emissions rarely create a measurable impact at monitoring stations. Rather, their impact is to add to regional accumulations of pollutants. Thus, the project would probably not result in direct violation of any ambient air quality standard, although it would contribute cumulatively to such excesses. Traffic generated by the proposed building would produce pollutant emissions. Air quality impacts from project-generated as well as cumulative development traffic in the project area will be discussed in the EIR.

### Project Construction

Demolition, grading and other construction activities would temporarily affect local air quality for about 18 months, causing a temporary increase in particulate dust and monocarbon emissions. Dust emissions during demolition and excavation would increase particulate concentrations near the site. Dustfall can be expected at times on surfaces within 200 to 800 ft. Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed primarily of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases as well as sensitive electronics or communication equipment. The project sponsor would require the contractor to wet down the construction site twice a day during construction to reduce particulates by at least 50%.

Diesel-powered equipment would emit, in decreasing order by weight, nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. This would increase local concentrations temporarily but would not be expected to increase the frequency of exceedances of air quality standards. The project sponsor would require the project contractor to maintain and operate construction equipment in such a way as to minimize exhaust emissions (see p. 21). Although ambient concentration of these pollutants would be increased for the duration of the construction period, no increased concentrations are expected to occur.

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The project sponsor has agreed to mitigation measures to reduce particulate emissions generated during construction activities (see p. 21). Construction air quality effects will not be discussed in the EIR.

#### Wind and Shadow

Buildings on the project site are one- to five-stories. The Transbay Terminal and Plaza are directly northeast of the site across First Street. The proposed building would increase shadows on Terminal Plaza (a portion of which is planned as public open space), sidewalks and structures near the project. These effects will be discussed in the EIR; the analysis will include sun path and shadow diagrams.

A wind tunnel analysis has been recommended by a certified consulting meteorologist/<sup>3/</sup> and will be prepared for the EIR. The findings of the analysis will be discussed in the EIR.

#### NOTES - Air Quality/Climate

/1/ Bay Area Air Quality Management District, Air Currents, Vol. 25, NO.3, San Francisco, California, March 1982.

/2/ Bay Area Air Quality Management District, Air Currents, Vol. 24, No. 3, San Francisco, California, March 1981.

/3/ Donald Ballanti, Certified Consulting Meteorologist, letter, October 6, 1983. Letter is available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister Street, Fifth Floor.

| 7. <u>Utilities/Public Services.</u> Could the project:  | <u>YES</u>    | <u>NO</u>    | <u>DISCUSSED</u> |
|--|---------------|--------------|------------------|
| *a. Breach published national, state or local standards relating to solid waste or litter control? | <u>      </u> | <u>  X  </u> | <u>  X  </u>     |
| *b. Extend a sewer trunk line with capacity to serve new development?                              | <u>      </u> | <u>  X  </u> | <u>  X  </u>     |

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|  | <u>YES</u> | <u>NO</u> | <u>DISCUSSED</u> |
|--|------------|-----------|------------------|
| c. Substantially increase demand for schools, recreation or other public facilities? | ___        | <u>X</u>  | <u>X</u>         |
| d. Require major expansion of power, water, or communications facilities?            | ___        | <u>X</u>  | <u>X</u>         |

Providers of utilities and public services have been contacted and have indicated that existing capacities are adequate to serve the project. Possible effects on fire services due to cumulative development will be discussed in the EIR. Statements from these service providers are available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister Street, Fifth Floor. No further analysis is necessary in the EIR.

|  | <u>YES</u> | <u>NO</u> | <u>DISCUSSED</u> |
|--|------------|-----------|------------------|
| 8. <u>Biology</u> . Could the project:   |            |           |                  |
| *a. Substantially affect a rare or endangered species of animal or plant or the habitat of the species?  | ___        | <u>X</u>  | ___              |
| *b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species? | ___        | <u>X</u>  | <u>X</u>         |
| c. Require removal of substantial numbers of mature, scenic trees?   | ___        | <u>X</u>  | ___              |

The site is completely covered with impervious surfaces. The project would not affect any plant or animal habitat. This topic will not be discussed in the EIR.

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9. Geology/Topography. Could the project: YES NO DISCUSSED

- \*a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?        X X
- b. Change substantially the topography or any unique geologic or physical feature of the site?        X X

Available geologic maps of the area indicate that the site is located immediately inland of the original shoreline along First Street near the Yerba Buena Cove area of San Francisco and is underlain by artificial fill consisting of dune sand with some silt, clay and brick and rubble waste that was placed over soft and compressible Bay deposits./1/ The site is in an area of potential liquefaction and subsidence hazard. Groundshaking is expected to be "strong" to "very strong" on the site for a major earthquake of the 1906 type. Maximum flood elevations for earthquake-induced tsunamis have been estimated by the Department of Housing and Urban Development for the Federal Insurance Administration to be about elevation -3.5 feet for a 100-year event and 0.5 foot for a 500-year event (elevations from San Francisco Datum, 8.64 ft above MSL), both of which would be below site grade. There is an inactive fault (Portrero Fault) nearby.

Excavation would be required to an anticipated depth of about 30 feet for the proposed subsurface mechanical and parking levels. In order to obtain a building permit from the Bureau of Building Inspection, the project sponsor would have a site-specific soils report prepared by a California-licensed soils engineer, and has agreed to construct the building in accordance with the recommendations of the soils report with regard to foundation and structure (see p.21). The building would comply with all applicable seismic and life safety standards. These issues require no further analysis and will not be discussed in the EIR.

NOTE - Geology/Topography

/1/ Dames & Moore, Geotechnical Consultants, Preliminary Geotechnical Report on 100 First Tower, September 9, 1983 This report is available for public review at the Office of Environmental Review, 450 Mc Allister Street., Fifth Floor, San Francisco, CA 94102.

\* Derived from State EIR Guidelines, Appendix C, normally significant effect.

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10. Water. Could the project:

YES NO DISCUSSED

\*a. Substantially degrade water quality, or contaminate a public water supply?

\_\_\_ X \_\_\_ X

\*b. Substantially degrade or deplete groundwater resources, or interfere substantially with ground water recharge?

\_\_\_ X \_\_\_ X

\*c. Cause substantial flooding, erosion or siltation?

\_\_\_ X \_\_\_

Site runoff would drain into the City's combined sanitary and storm sewage system. The project would not affect drainage patterns or water quality because the site is now entirely covered with impermeable surfaces. The proposed building would increase domestic water use on the site from approximately 11,000 gallon per day (gpd) to a projected 55,000 gpd.

A preliminary geotechnical report has been prepared by a California-licensed engineer and includes information on groundwater levels and flows /1/. According to the report, the water table is about 12 ft. below street level, but may vary depending on subdrainage at nearby sites, rainfall infiltration, and other effects such as storm drain leakage and construction activities at surrounding sites. Since excavation would extend about 30 ft. below street level (18 ft. below groundwater level), dewatering of the site would be necessary. Drawdown of the groundwater level outside the excavation area could produce some local subsidence which could damage the streets or older buildings in the immediate vicinity of the site. Dewatering would, therefore, be confined within an essentially watertight bulkhead; if this were not achievable, recharge wells would be used around the periphery of the site. Dewatering of the deeper bearing sands would be necessary. The hydrostatic level would be lowered only sufficiently and long enough for completion of the basement. The groundwater level outside the excavation would be monitored during dewatering, using groundwater observation wells. Water levels in the fill soils would be monitored closely before, during, and after dewatering, both inside and outside the excavation, to assess the adequacy of coinstruction dewatering, effectiveness of groundwater stabilization outside the excavation, and groundwater recovery subsequent to dewatering (see p. 21). These issues will not be discussed in the EIR.

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\* Derived from State EIR Guidelines, Appendix C, normally significant effect.

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NOTE - Water

/1/ Dames & Moore, Geotechnical Consultants, Geotechnical Report on 100 First Tower, September 9, 1983.

- | 11. <u>Energy/Natural Resources</u> . Could the project:  | <u>YES</u> | <u>NO</u> | <u>DISCUSSED</u> |
|---|------------|-----------|------------------|
| *a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner? | ___        | <u>X</u>  | <u>X</u>         |
| b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?                              | ___        | <u>X</u>  | <u>X</u>         |

The building would be designed and constructed to conform with the energy requirements of Title 24 of the California Administrative Code. In comparison with existing buildings, the greater size of the proposed building would increase the total amount of energy consumed at the site. The proposed building would contribute to cumulative energy consumption resulting in depletion of nonrenewable resources. Project-generated and cumulative energy consumption impacts and project conservation measures will be discussed in the EIR.

- | 12. <u>Hazards</u> . Could the project:  | <u>YES</u> | <u>NO</u> | <u>DISCUSSED</u> |
|--|------------|-----------|------------------|
| *a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected? | ___        | <u>X</u>  | ___              |
| *b. Interfere with emergency response plans or emergency evacuation plans?   | ___        | <u>X</u>  | <u>X</u>         |
| c. Create a potentially substantial fire hazard?   | ___        | <u>X</u>  | <u>X</u>         |

The project would increase the daytime population in downtown San Francisco. Employees in the proposed building would contribute to congestion if an emergency evacuation of the Downtown area were required. An evacuation and emergency response plan would be developed as part of the proposed project (see p. 22). The project's emergency plan would be coordinated with the City's emergency planning activities. Because of the mitigation measure proposed as part of the project, this issue will not be discussed in the EIR.

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\*Derived from State EIR Guidelines, Appendix C, normally significant effect.

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The increased number of persons using the site would not substantially increase the fire hazard at the site as the project would conform to the Life Safety provisions of the San Francisco Building Code, and Title 24 of the state Building Code. Therefore, it is not anticipated that the project would create a substantial fire hazard and this issue will not be discussed in the EIR.

| 13. <u>Cultural</u> . Could the project:   | <u>YES</u>    | <u>NO</u>    | <u>DISCUSSED</u> |
|--|---------------|--------------|------------------|
| *a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study? | <u>      </u> | <u>  X  </u> | <u>  X  </u>     |
| *b. Conflict with established recreational, educational, religious or scientific uses of the area?   | <u>      </u> | <u>  X  </u> | <u>      </u>    |
| c. Conflict with preservation of any buildings of City landmark quality?   | <u>      </u> | <u>  X  </u> | <u>  X  </u>     |

Six structures presently occupy the building site. All would be demolished for project construction. The excavation required for the construction of foundations would occur in existing disturbed soils and the potential for encountering archaeological resources during construction would thus be limited./1/ The site is located inland of the original shoreline of San Francisco (1853),/1,2/ making the discovery of remains of watercraft unlikely. No golo rush vessels are known to have been beached, scuttled or broken up on the project site./3/ While a major archaeological discovery is unlikely, should any artifacts be discovered during site excavation, the project sponsor is committed to the mitigation measure on p. 22 regarding archaeological resources. Archaeological resources will not be discussed in the EIR.

The project would require demolition of four buildings rated "C" by the Foundation for San Francisco's Architectural Heritage's Splendid Survivors survey of historical or architecturally significant buildings. The project's effect on architectural resources will be discussed in the EIR.

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\*Derived from State EIR Guidelines, Appendix C, normally significant effect.

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NOTE - Cultural

- /1/ San Francisco: Report On Historical Cultural Resources. Olmstead, Roger and Nancy; Pastron, Allen, 1977.
- /2/ Behind the Seawall: Historical Archaeology Along the San Francisco Waterfront. Archeo-Tec for San Francisco Clean Water Program, 1981.
- /3/ Notes on the Gold Rush Ships. San Francisco Maritime Museum, 1963.

|   |            |             |                  |
|---|------------|-------------|------------------|
| C. OTHER. Could the project:  | <u>YES</u> | <u>NO</u>   | <u>DISCUSSED</u> |
| Require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal Agencies? | <u>X</u>   | <u>    </u> | <u>X</u>         |

The subsurface levels proposed for the project would extend beneath the Mission Street sidewalk. A revocable sidewalk encroachment permit, to allow the use of subsurface space beneath public sidewalks, must be applied for from the Department of Public Works along with the building permit. The proposed subsurface development and revocable encroachment permit approval will be discussed in the EIR.

|  |            |             |             |                  |
|--|------------|-------------|-------------|------------------|
| D. MITIGATION MEASURES.  | <u>YES</u> | <u>NO</u>   | <u>N/A</u>  | <u>DISCUSSED</u> |
| 1. If any significant effects have been identified, are there ways to mitigate them? | <u>X</u>   | <u>    </u> | <u>    </u> | <u>X</u>         |
| 2. Are all mitigation measures identified below included in the project?             | <u>X</u>   | <u>    </u> | <u>    </u> | <u>X</u>         |

The following are mitigation measures related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures and other measures which would be, or could be, adopted to reduce potential adverse effects of the project as identified in the EIR.

Visual Quality

- In order to reduce obtrusive light or glare, the project sponsor would not use any mirrored glass on the building.





## Noise

- As recommended by the Environmental Protection Element of the San Francisco Comprehensive Plan, an analysis of noise reduction requirements would be prepared by the project sponsor and recommended noise insulation features would be included as part of the proposed building.

## Air Quality

- During construction, the project sponsor would require the general contractor to wet down demolition and construction areas at least twice a day to reduce dust generation by approximately 50%.
- The project sponsor would require the project general contractor to maintain and operate construction equipment in such a way as to minimize exhaust emissions.

## Geology/Topography

- A preliminary geotechnical report has been prepared by a California-licensed engineer for the project sponsor. A final report would be prepared before commencement of construction. The project sponsor and contractor would follow recommendations made in that report regarding excavation and construction of the proposed building.

## Water

- The final soils report to be prepared by the California-licensed engineer for this project will address the potential settlement and subsidence impacts of dewatering of the site. Based upon this discussion the soils report shall contain a determination as to whether or not a lateral and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works will require that a Special Inspector (as defined in Article 3 of the Building Code) will be retained by the project sponsor to perform this monitoring. If, in the



judgment of the Special Inspector, unacceptable subsidence were to occur during construction, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service under the streets would be borne by the contractor. Groundwater pumped from the site during dewatering would be retained in a holding tank to allow suspended particles to settle (if this were found necessary by the Industrial Waste Division of the Department of Public Works) to prevent sediment from entering the storm drain/sewer lines.

#### Hazards

- An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to insure coordination between the City's emergency planning activities and the plan developed for the proposed building. The emergency plan for the proposed building would be reviewed by the Office of Emergency Services and implemented by building management insofar as possible before issuance by the Department of Public Works of final building occupancy permits.

#### Cultural

- Should evidence of historic or prehistoric artifacts be uncovered at the site during construction, the sponsor would agree: 1) to require the project contractor to notify the Environmental Review Officer and the President of the Landmarks Preservation Advisory Board; 2) to require that the contractor suspend construction in the area of the discovery for a maximum of four weeks to permit review of the find and, if appropriate, retrieval of artifacts; 3) for an archaeologist or historian or other expert acceptable to the Environmental Review Officer to help the Office of Environmental Review determine the significance of the find and identify feasible measures, if any, to preserve or recover artifacts; and 4) to implement archaeological mitigation measures which would be consistent with Assembly Bill 952.





E. MANDATORY FINDINGS OF SIGNIFICANCE

YES NO DISCUSSED

- \*1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?          X
- \*2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?          X
- \*3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)   X            X
- \*4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?          X
- \*5. Is there a serious public controversy concerning the possible environmental effect of the project?          X

The project could contribute to cumulative effects on transportation in the Downtown area. This issue will be analyzed in the EIR.

F. ON THE BASIS OF THIS INITIAL STUDY:

       I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

       I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers       , in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

  X   I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

*Alec S. Bash*  
(2103)

Alec S. Bash  
Environmental Review Officer

for

Date:   1/4/84  

Dean L. Macris  
Director of Planning

\* Derived from State EIR Guidelines, Appendix C, normally significant effect.

